

THE NORTHWEST PLAN 2006



April 2006 Draft



CITY OF COLUMBUS, DEPARTMENT OF DEVELOPMENT, PLANNING DIVISION

THE NORTHWEST PLAN



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The Northwest Planning Area was adopted by City Council on xxxx. Please direct all questions regarding the content of the plan to the City of Columbus, Planning Division, 109 N. Front Street, Columbus, Ohio 43215 614-645-8502 This plan can also be viewed at <http://www.development.columbus.gov>



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LETTER FROM THE DIRECTOR

Dear Citizens:

On xxx Columbus City Council adopted the Northwest Plan 2006, the official guide to improving the northwest area of our city.

The Northwest Plan 2006 is the result of hard work and dedication of area residents and other community stakeholders. Community participation was critical to ensure that the plan would reflect the needs and aspirations of the northwest community.

On behalf of the Department of Development, I would like to congratulate the northwest community for their excellent work and their dedication to their neighborhood. I look forward to continuing our partnership on future initiatives that will implement the recommendations of the plan.

Sincerely



*Mark Barbash, Director
Department of Development*

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EXECUTIVE SUMMARY

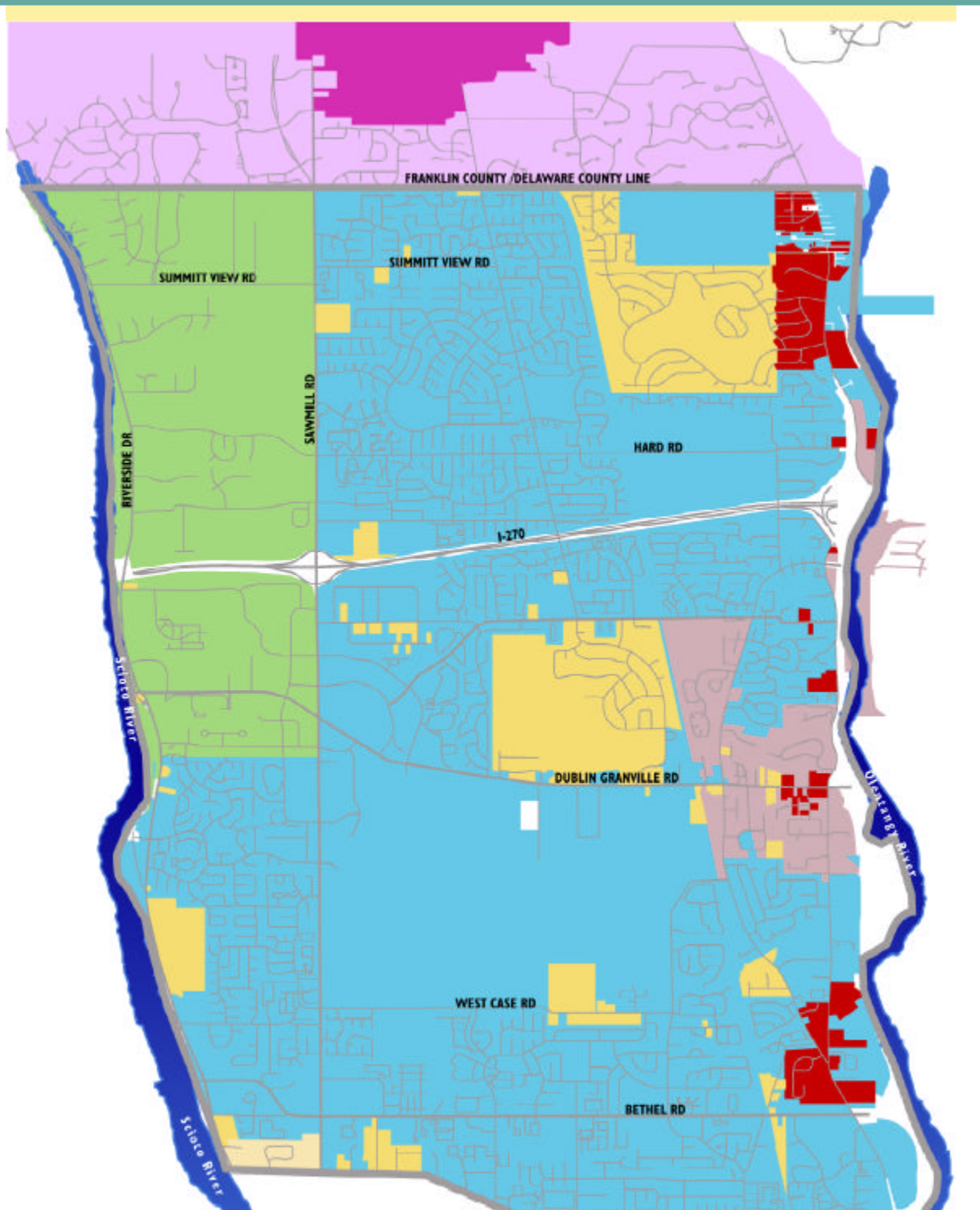
The *Northwest Plan 2006* is an update to the previous Northwest Plan adopted in 1991. The boundaries of the planning area are the Franklin-Delaware County line on the north, Scioto River on the west, Henderson Road on the south, and the Olentangy River on the east.

As illustrated on the accompanying map, there are several jurisdictions within the planning area. The plan is targeted at the Columbus portion of the area, with the understanding that regional cooperation is critical.

A majority of the area is developed with mature residential developments, major commercial corridors, and The Ohio State University Airport, which is a significant institutional use. Given the level of development, the main goal of the plan is to provide recommendations to increase the quality of life for residents, businesses and visitors.

Major recommendations center on the following themes:

- ◆ **Infill development** - ensuring that new development is compatible with the existing physical environment.
- ◆ **Commercial/office redevelopment** - providing development standards, including graphic standards, to increase the quality of commercial development as change occurs.
- ◆ **State Route 161 (SR 161)**- providing a clear concept to guide change in terms of roadway improvement and land use character.
- ◆ **Sidewalks and bike paths** - recommending a master plan to link residents to schools, parks, libraries and shopping.
- ◆ **Parks** - providing additional park space and preserving natural resources.
- ◆ **City services** - providing a level of service that is compatible with the needs of the area.



NORTHWEST PLANNING AREA



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

PURPOSE OF NORTHWEST PLAN 2006

In 1991, Columbus City Council adopted a plan for the northwest area of the city. Since that time, the area has changed a great deal. In 1991 the area was growing rapidly and there were many tracts of land yet to be developed. In 2005, however, the area is almost entirely developed. The main goal of this plan is to provide recommendations and direction to improve the quality of life for residents, businesses, and visitors of the area.

DON SCOTT FIELD AIRPORT

The Don Scott Field Airport, operated by The Ohio State University (OSU) is located at the southeast corner of SR 161 and Sawmill Road.

The airport has not been directly addressed in this plan. OSU is currently conducting a master planning process for the airport and a process to address noise mitigation. The process involves the University, airport, surrounding jurisdictions and community members.

PLANNING PROCESS

In early 2005, an advisory committee was established to help guide the development of the *Northwest Plan 2006*. The advisory committee consisted of representatives from the major civic associations, business interests, and government officials.

A series of meetings were held with the advisory committee to identify the major issues impacting the area. Additionally, a series of exercises were undertaken by the advisory committee to help identify preferred roadway and land use character/pattern along SR 161; identify major traffic issues; and to identify where sidewalks and bike paths are most needed in the area.

In addition to the advisory committee meetings, a public open house was held on September 21, 2005 to offer an opportunity for the larger community to provide feedback on the work of the advisory committee. The public open house included interactive displays where attendees could offer feedback on topics such as traffic issues, sidewalk and bike path locations, and the future of SR 161.

Following a review of the input from the public open house, the Columbus Planning Division drafted the plan. The plan was then distributed to the advisory committee for review and feedback.

After the advisory committee endorsed the plan, a final public open house was held on xxxx xx, 2006. This provided an opportunity for the larger community to review the plan's recommendations and to offer feedback.

The Northwest Civic Association, Far Northwest Coalition, and the Columbus Development Commission have endorsed the plan. Columbus City Council adopted the plan on xxxx.

MAJOR ISSUES IMPACTING THE AREA INCLUDE:

- ◆ Connectivity between residential areas and schools, parks, libraries, and shopping
- ◆ Vehicular traffic
- ◆ Infill development
- ◆ Lack of open/recreation space
- ◆ Future roadway and land use pattern/character along SR 161
- ◆ Graphic standards for commercial areas

NORTHWEST AREA SNAPSHOT

The northwest area is mainly residential in nature. Commercial development is concentrated along major corridors, such as, Sawmill, Bethel and Henderson roads.

POPULATION CHARACTERISTICS OF THE NORTHWEST AREA

	1990	2000	CHANGE	
			NUMBER	PERCENT
Total Population	67,896	75,893	8,000	11.7%
Total Housing Units	30,118	34,524	4,406	14.6%
Average Family Size	2.86	2.84	-0.02	-0.7%
% Owner Occupied Housing	51.10%	53.99%		2.89%
% Renter Occupied Housing	48.90%	46.01%		-2.89%
% Vacant Housing	6.58%	3.93%		-2.65%

United States Census website using census tract and block groups.

2000-05 COLUMBUS BUILDING PERMIT DATA FOR SINGLE/MULTI-FAMILY UNITS

							% OF	
	2000	2001	2002	2003	2004	2005	CITYWIDE TOTAL	CITYWIDE TOTAL
Single Family	29	20	18	24	83	94	268	16,157
Multi-Family	2	4	5	7	16	7	41	2,145
Total	31	24	23	31	99	101	309	18,302

Source: City of Columbus, Building Services Division.



ISSUES AND RECOMMENDATIONS

OVERALL LAND USE CONCEPT

Most issues and concerns impacting the northwest area focus on land use because it impacts all types of mobility and has a major impact on the character and quality of the area. An overall land use concept is important to set the stage on what should be preserved and what will change over time.

OVERALL LAND USE CONCEPT

- ♦ **RESIDENTIAL.** Preserve existing residential areas.
 - ♦ Existing residential areas include single-family and multi-family units. Encourage the mix of units and also encourage other types of residential product, such as senior housing, where appropriate. Senior housing should be located in areas where services and amenities exist or are planned. These services and amenities include sidewalks, retail/services, and recreation space.
 - ♦ Uses that support residential areas include parks, schools and libraries. These uses should continue and should be better linked to the residential areas by sidewalks and bike paths.
- ♦ **RETAIL.** Retail uses should be concentrated on:
 - ♦ Sawmill Road from Cranston/Reflections Drive north to Saltergate.
 - ♦ Intersection of Bethel and Sawmill roads.
 - ♦ Scattered sites along Bethel and Henderson roads.
 - ♦ Expect redevelopment of sites in the future as competition increases and tenants change.
 - Apply the *Regional Commercial Overlay* to improve quality of development standards.
 - Develop and apply a special graphic control area to major commercial areas, such as, Sawmill Road, Bethel Road, Henderson Road, SR 161, and Smoky Row Road at Hard Road. Particular issues include changeable copy, flashing lights and billboards.
 - Encourage a mix of uses, internal road network and vehicular and/or pedestrian connections to surrounding area.
 - ♦ Example of redevelopment sites:
 - Olde Sawmill Shopping Center.
 - New Market Mall.
- ♦ **SR 161.** Expect development pressure along SR 161 from Federated Boulevard to Linworth Road.
 - ♦ Do not support the development of additional regional retail uses along this corridor. Uses should be compatible with surrounding residential areas and must also take into consideration the proximity of the airport, especially flight paths.
 - ♦ Development must be coordinated with roadway improvements. Community support for improving the road has been expressed. Concern has been raised that development will proceed before the roadway is improved or that the development will not be compatible with the improvements. These concerns must be addressed immediately and an improvement plan must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid Ohio Regional Planning Commission.
 - ♦ Apply the *Urban Commercial Overlay* to improve development standards for future development near the Linworth Road intersection.
 - ♦ Example redevelopment sites:
 - OSU Property
 - Area west of railroad tracks
 - Linworth area
 (See pages 17-20 for further details)



DEVELOPMENT AND REDEVELOPMENT

INFILL DEVELOPMENT

For the most part the residential areas within the northwest are fully developed with a mixture of single-family and multi-family units. However, throughout the area there are pockets of undeveloped land and areas that could face redevelopment pressure in the future.

ISSUES

- ♦ *Development proposals are not always compatible with the surrounding area in terms of density.*
- ♦ *Small infill development proposals often do not require a traffic impact study.*

RECOMMENDATIONS

- ♦ **CONSISTENT AND COMPATIBLE.** Infill sites should develop in a manner that is consistent and compatible with the surrounding area. This is in terms of land use and density.
- ♦ **OVERLAY.** If a planning overlay is applied to a portion of the area, then as land is annexed, the overlay should be applied to the newly annexed area.
- ♦ **TRAFFIC IMPACTS.** Broaden the scope in terms of determining traffic impacts from development. For instance, if there are multiple infill development sites in close proximity, consider all developments together to determine the level of traffic impacts.
- ♦ **CONNECTIONS.** Provide vehicular, pedestrian and bicycle connections to surrounding area.
- ♦ **IMPROVEMENTS.** Consider applying a TIF to the site to help fund needed infrastructure improvements.



SUBAREAS

East side of Riverside Drive north of Case Road and south of Cranston Drive

- ◆ This subarea is developed with single-family homes on estate-sized lots on an embankment overlooking the Scioto River. The majority of the lots range in size from four- to six-acres.
- ◆ Most of the area is located outside the city of Columbus in Perry Township. The recommendations for this area only apply if the land is annexed to the city of Columbus.
- ◆ Adjacent development consists of single-family subdivisions on the north and east, land zoned for multi-family development on the south, and Riverside Drive, parkland and the Scioto River on the west.

RECOMMENDATIONS

- ◆ **PRESERVATION.** Support the preservation and retention of the existing single-family homes on estate-sized lots as the most appropriate long-term land use of this subarea.
- ◆ **DEVELOPMENT STANDARDS.** Require that future, single-family development and redevelopment of the area maintain the established, deep set backs from Riverside Drive, the one hundred thirty (130)- to two hundred forty (240)- foot lot frontages, and two-acre minimum lot sizes.
- ◆ **CURB CUTS.** Prohibit additional curb cuts and roadway access to this area.
- ◆ **CONSERVATION EASEMENTS.** Consider forming conservation easements along the rear of these properties. This will help preserve needed open space in the area.

Olentangy River Road, south of Antrim Park to just north of Bethel Road intersection

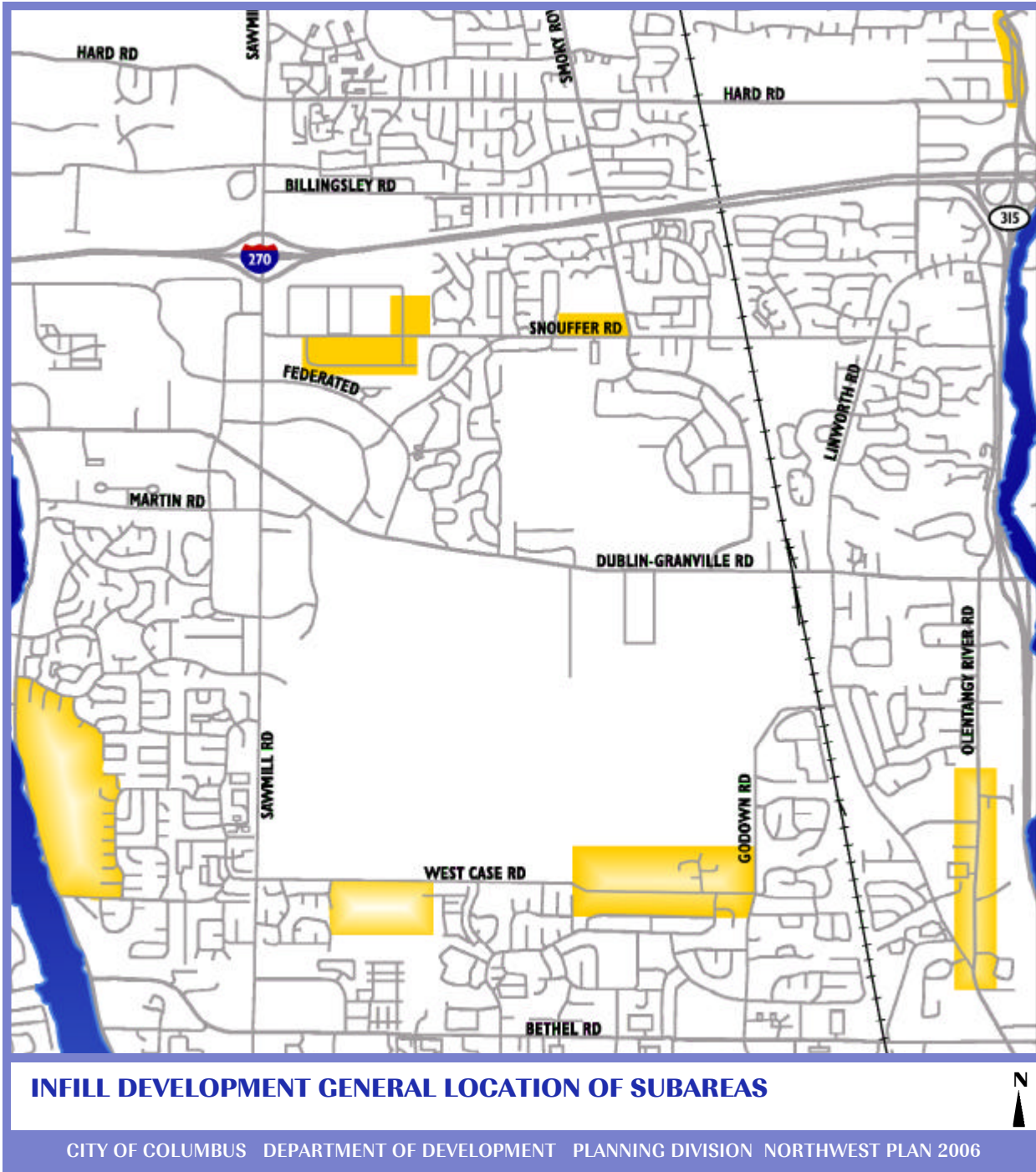
- ◆ This area is mainly developed with single-family homes. There are also a few condominium developments. Zoning districts include RRR, LRR, RR, R-1, and PUD 6. Lot sizes range from approximately quarter-acre to over one-acre in size.

- ◆ Most of the subarea is located within Columbus; however, some properties are located in Sharon Township.
- ◆ Residents of the subarea are concerned with recent zoning proposals for development within the city of Columbus. Concerns deal with density, lack of open space, and diminishing the natural and scenic feel of the area.

RECOMMENDATIONS

- ◆ **QUALITY AND CHARACTER.** Future development should be analyzed based on its impact to the quality and character of the area.
- ◆ **DENSITY.** Support residential density of no more than three units per acre.
- ◆ **OPEN SPACE.** Inclusion of open space and the preservation of natural and scenic areas should be a part of any future development. Consider development that clusters lots if this allows more natural scenic land to be preserved.





West Case Road between Sawmill and Godown roads

- ◆ This subarea is currently developed with a mix of single-family and multi-family developments on the south side of West Case Road and uses associated with OSU on both the north and south side of the road. There is also an area developed with single-family homes on one- to two- acre lots that is located in Perry township.
- ◆ Development pressure is likely to intensify in the coming years for the land owned by OSU and the area in Perry township.

RECOMMENDATIONS

- ◆ **OSU LAND.** OSU to work closely with the community as plans for its non-airport land may change over time. Infill residential is appropriate for the OSU-owned parcel on the south side of West Case Road.
- ◆ **COMPATIBILITY.** Support new development that is compatible with existing single-family development that is located south of West Case Road. The existing single-family developments are mainly zoned R-1 but there are also a couple of areas zoned R and RR.

Olentangy River Road between Hard Road and Mason Place

- ◆ This subarea is a mix of large single family homes and undeveloped land.
- ◆ Development pressure is likely due to the reconfiguration of Hard Road as it approaches SR 315.

RECOMMENDATION

- ◆ **PRESERVATION.** Maintain this area as single-family, with natural areas preserved as much as feasible during road reconfiguration. This area serves as a gateway to the scenic SR 315 corridor.

Snouffer Road and Skyline Drive

On the south side of Snouffer Road near Skyline Drive development is largely large-lot, single-family homes. Some of the area is in Perry Township. Adjacent development consists of offices, apartments, and shopping centers. The portion of the area that fronts on Snouffer Road is experiencing development pressures.

On the north side of Snouffer Road near Skyline Drive consists of several, undeveloped parcels. The current zoning is Commercial (C2). Bordering development is made up of offices on the north, apartments on the west, and single-family homes on the south and east.



RECOMMENDATIONS

- ◆ **FOR THE AREA SOUTH OF SNOUFFER ROAD.**
 - Retain character of area by supporting existing residential as best long-term use along Skyline Drive.
 - Support small-scale, office commercial uses along Snouffer Road as the subarea redevelops. Future development should be sensitive to the residential character of the area. Development proposals should limit the number of curb cuts to obtain efficiency of traffic movement.
- ◆ **FOR THE AREA NORTH OF SNOUFFER ROAD.**
 - Support development under current zoning districts.

Smoky Road and Snouffer Road (northwest corner)

This area has mainly developed with large-lot single family uses. The area was annexed into Columbus several years ago and maintains residential zoning. Surrounding development include religious uses and single-family homes.

RECOMMENDATIONS

- ◆ **SUPPORT RESIDENTIAL USES.** Single or two family units, with a density that is compatible with surrounding residential uses are appropriate. Religious uses are also appropriate but access management at this busy intersection must be addressed.
- ◆ **NO COMMERCIAL DEVELOPMENT.** Commercial development is not appropriate for this location.

COMMERCIAL REDEVELOPMENT

The major commercial corridors in the northwest area include Sawmill, Bethel, and Henderson roads. These corridors have seen commercial development occur over the last ten to 15 years. But as retail development continues to expand into other suburban areas - following residential - additional market pressure will be applied to the Northwest area.

ISSUE

- ♦ *As competition from surrounding areas increases, the commercial corridors may feel pressure over the next several years. Redevelopment of commercial centers is likely to occur.*

RECOMMENDATIONS

- ♦ **APPLY PLANNING OVERLAYS TO THE MAJOR COMMERCIAL CORRIDORS.** Planning overlays require specific development standards, such as setbacks, landscaping, and lighting, for any new development or major redevelopment. (see page 13 for further details on the *Regional Commercial Overlay*).
- ♦ **CONNECTIONS.** As large commercial sites redevelop, look for ways to recreate the site to achieve better connections to the surrounding area, especially to residential areas. Amenities should include sidewalk/ bike path connections where feasible.
- ♦ **GRAPHICS.** Create a special graphics control area for major commercial areas, such as Sawmill Road, Bethel Road, Henderson Road, SR 161, and Smoky Row Road at Hard Road. Particular issues to address include changeable copy signs, signs with flashing lights, and billboards.
- ♦ **INTERNAL CIRCULATION.** Provide internal circulation with any redevelopment. Do not create new curb cuts.
- ♦ **MIXED-USE.** Promote sites appropriate for mixed-use. Uses could include retail, office, service-oriented businesses, residential, and open/recreation space.
- ♦ **RESIDENTIAL.** Introduce residential uses where appropriate along commercial corridors. Bethel Road is a good example of higher density residential along a commercial corridor.

- ♦ **DEVELOPER CONTRIBUTIONS.** Work with developers to fund needed infrastructure improvements. This can be in the form of tax increment financing or direct contributions. Use Pay as We Grow program as a model.

EXAMPLES

- ♦ **Olde Sawmill Shopping Center.** This center will most likely see a change due to the relocation of the Kroger store to Dublin. Redevelopment of the center must be sensitive to the surrounding residential area. Create a development that is easily accessed from the residential area. Consider mixed-use as retail competition is increasing along corridor.
- ♦ **New Market Mall.** This center has reinvented itself since being built. No longer is it a mall with numerous users but it now contains fewer larger uses. A fitness center has been operating within a large part of the mall for several years. It has been very successful but competition may become an issue in coming years. Support the expansion of the gym and promote other uses in and surrounding the mall that are compatible with a gym, such as fitness apparel store or health food store/restaurant.



REGIONAL COMMERCIAL OVERLAY (RCO)

The RCO is a tool that was included into the Columbus Zoning Code in 2002.

- ♦ Standards help create a safe, aesthetically pleasing, economically viable, and pedestrian friendly atmosphere along major commercial corridors.
- ♦ RCO is applicable to corridors that typically have
 - vehicular-oriented architecture
 - large off-street parking lots
 - building setbacks greater than thirty (30) feet
 - strip-commercial land uses
 - lot sizes greater than 0.5 acre
- ♦ RCO provides standards for
 - building and parking setbacks
 - landscaping and screening
 - vehicular and pedestrian access
 - site lighting
 - is typically paired with the application of a Special Graphics Control Area to provide standards for graphics

RECOMMENDATIONS

- ♦ **APPLY THE RCO TO SAWMILL ROAD FROM CRANSTON/ REFLECTIONS DRIVE TO SALTERGATE ROAD, INCLUDING SR 161 FROM SAWMILL ROAD TO FEDERATED BOULEVARD.** This area is currently developed with auto-oriented retail and services. The average building setback is one hundred (100) feet.
- ♦ **APPLY THE RCO TO BETHEL ROAD FROM SAWMILL TO OLENTANGY RIVER ROAD.** This corridor is development with a mix of auto-oriented retail and services and residential, mainly multi-family. The overlay would apply only to the commercial areas. The average building setback along Bethel Road is sixty-five (65) feet.
- ♦ **DEVELOP SPECIAL GRAPHICS CONTROL AREAS FOR MAJOR COMMERCIAL AREAS.** This will provide consistency and a unique look for the area. Areas to be considered include Sawmill Road, Bethel Road, Henderson Road, SR 161 and Smoky Row Road at Hard Road. Particular issues to address include changeable copy signs, signs with flashing lights and billboards.



URBAN COMMERCIAL OVERLAY (UCO)

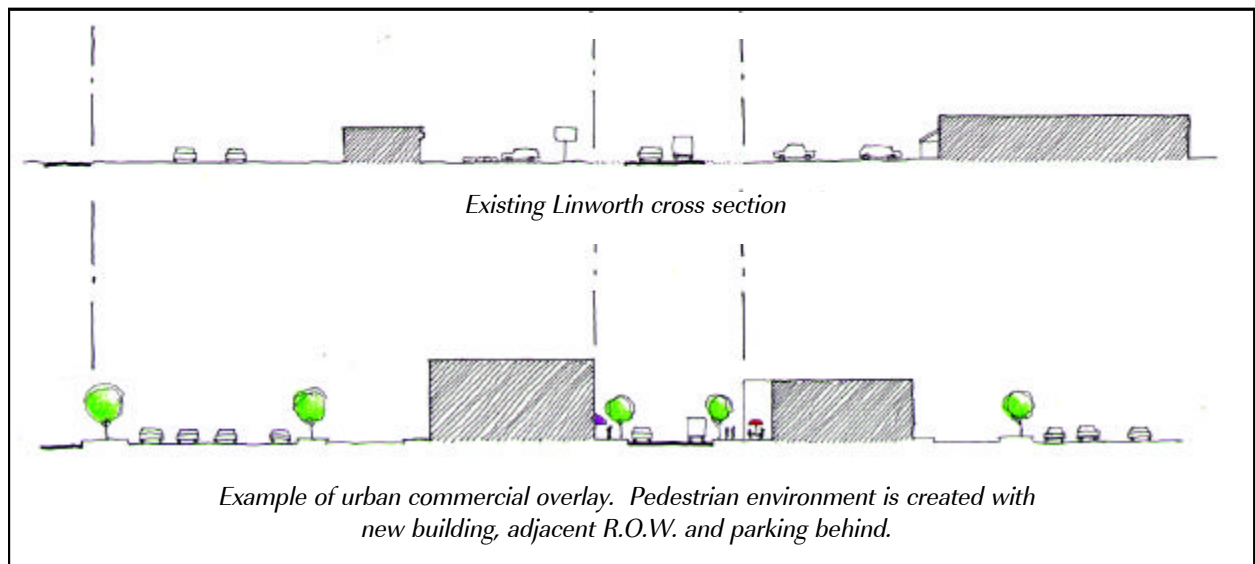
The UCO is a tool that was included in the Columbus Zoning Code in 1999.

- ◆ Standards help to protect, re-establish and retain the unique architectural and aesthetic characteristics of older, urban commercial corridors.
- ◆ UCO is applicable to corridors that typically have:
 - Pedestrian-oriented architecture
 - Building setbacks ranging from zero to ten (0-10) feet
 - Rear parking lots
 - Commercial land uses
 - Lot sizes smaller than 0.5 acre
- ◆ UCO provides standards for:
 - Building and parking setbacks
 - Design
 - Site lighting
 - Parking and circulation



RECOMMENDATION

- ◆ **SR 161.** Apply the UCO to SR 161 near the Linworth Road intersection. Application of the overlay should be strategic and mixed with the concept of “village” style development. This should be done in conjunction with other jurisdictions with property in the area. These jurisdictions include Worthington and Perry and Sharon Townships.



SR 161

Specific focus on State Route 161 from Sawmill Road to State Route 315 is necessary due to the high potential for change. This change will come in terms of road improvements and land use. The opportunities and constraints impacting the corridor will help shape the future of the area.

Opportunities facing the corridor:

- ♦ *Land is available for development and redevelopment. The community can help shape the use and design.*
- ♦ *A large amount of undeveloped land is under control of one property owner, The Ohio State University.*

- ♦ *The opportunity to create an east-west pedestrian and bicycle corridor by linking existing pathway systems.*
- ♦ *The opportunity to create a “place” through redevelopment of Linworth.*

Constraints facing the corridor:

- ♦ *Traffic congestion, particularly at intersections.*
- ♦ *Coordinating roadway improvements with development along the corridor.*
- ♦ *Railroad crossing - traffic buildup, safety, and cost of grade separation.*

ROADWAY IMPROVEMENTS

SR 161 is currently a two-lane road with turn lanes at major intersections. Drainage is handled through open swales and no sidewalk or path system exists, except a small segment within the city of Worthington.

Widening the roadway has been discussed over the last ten years. The main issue that has stalled the widening project is gaining consensus among local jurisdictions as to the number of lanes that should be constructed. The debate has centered on whether the road should be widened to three lanes or five lanes.

The approach taken in this plan is to offer a community perspective that can be carried over to a detailed traffic analysis. A detailed traffic analysis is necessary to determine the final improvements needed.

The Advisory Committee participated in a visual preference survey regarding SR 161. A summary of the results as it pertains to the roadway follows:

- ♦ Three-lane arterial ranked the highest in the “character of roadway” category.
- ♦ Multi-purpose path and underground utilities ranked the highest in the “character of right-of-way” category. Street trees also had a positive score.

Feedback was also received at a public open house:

- ♦ Three-lane roadway received the most votes.
- ♦ Pedestrian and bicycle paths also received strong support.



ROADWAY IMPROVEMENTS

ISSUE

- ◆ *SR 161 needs to be improved to address traffic congestion problems, especially at major intersections and the railroad.*
- ◆ *Pedestrians and bicyclists need to be accommodated along the roadway.*
- ◆ *Funding for improvements needs to be available.*

RECOMMENDATIONS

- ◆ **TRAFFIC ANALYSIS/STUDY.** Initiate a detailed traffic analysis for improvements to SR 161. The following should serve as a guideline for the analysis:
 - The study should be initiated by the city of Columbus. A multi-jurisdictional approach should be taken. The involvement of the city of Worthington and OSU are important.
 - The community must be involved during all stages of the project.
 - Different levels of improvements should be analyzed. The levels should include:
 - ◆ Impacts of strategic improvements, such as intersection widening, lengthening of turn-lanes, and a railroad grade separation.
 - ◆ Widening the road to three-lanes from Sawmill Road to SR 315. This scenario must be coupled with an access management study and extension of the existing street network to alleviate pressure on SR 161.
 - ◆ Widening the road to five-lanes from Sawmill Road east to accommodate development on the OSU land. The road would then taper as you approach Linworth Road.
 - ◆ Widening the road to five-lanes from Sawmill Road to Flora Villa Drive and widening east of Flora Villa Drive to three-lanes. This scenario will accommodate the city of Worthington's preference for not widening the roadway east of Flora Villa Drive to no more than three-lanes.



Three-lane road

Two moving lanes of traffic with one center turn lane.



Five-lane road

Two moving lanes of traffic with one center turn lane.



Five-lane road with landscaped median

Two moving lanes of traffic in each direction with one center turn lane. Landscaped median located where the turn lane is not necessary.

- ◆ Widening the road to five lanes from Sawmill Road to SR 315. Five lane section should be considered with and without a landscaped median.
- Regardless of the final road widening solution, an eight to twelve (8-12) foot wide multi-purpose path and street trees along both sides of SR 161 should be incorporated into the final design.

LAND USE

The pattern and character of land use along SR 161 impacts the quality of the roadway. SR 161 presents the greatest opportunity for land use change as compared to the rest of the Northwest area.

The current land use pattern along SR 161 from Sawmill Road to SR 315 consists of:

- ◆ Large regional retail uses from Sawmill Road to Federated Boulevard.
- ◆ Multi-family development located on the north side of SR 161 just east of Federated Boulevard, including senior housing.
- ◆ Single family development located on the north side of SR 161 just east of the multi-family development.
- ◆ Private golf course/open space.
- ◆ The Ohio State University Airport and other University owned land along the south side of the road, which is principally undeveloped at this time.
- ◆ Religious uses, mainly on the north side of the road.
- ◆ Scattered office and service-oriented businesses on both sides of the road.
- ◆ Small retail, restaurants and gasoline stations located near the Linworth Road intersection - a remnant of a historic crossroads community.
- ◆ Multi-family and single-family developed within the city of Worthington east of Linworth Road.

The Advisory Committee participated in the visual preference survey. The purpose of the survey was to rank the group's visual preferences of a variety of land use types. The results are as follows:

- ◆ Land uses that received a positive group score:

- Agriculture
- Pedestrian-oriented retail
- Low-density single family
- Medium-density single family
- Research park
- Small scale town center
- Small office
- Transit-oriented development

- ◆ Land uses that received the lowest group scores:

- Industry
- High-density mixed use
- Airport hanger
- Large retail
- High-density single family

This land use information was also presented at the public open house. Attendees were asked to vote on the land uses that received a positive score from the Advisory Committee. The top three land uses were:

- Research Park
- Small-scale town center/pedestrian-oriented retail
- Low-density single family

Both the Advisory Committee and the public open house attendees also indicated a strong preference for public open space to be created near the SR 161 corridor.



ISSUES

- ♦ *Areas, mainly along the south side of the road, are ripe for redevelopment. These areas include University-owned land, properties near the Linworth Road intersection, and the area adjacent to the railroad.*
- ♦ *A concern that land use decisions will be made separate from roadway improvement decisions.*
- ♦ *A lack of public open space around the SR 161 corridor.*

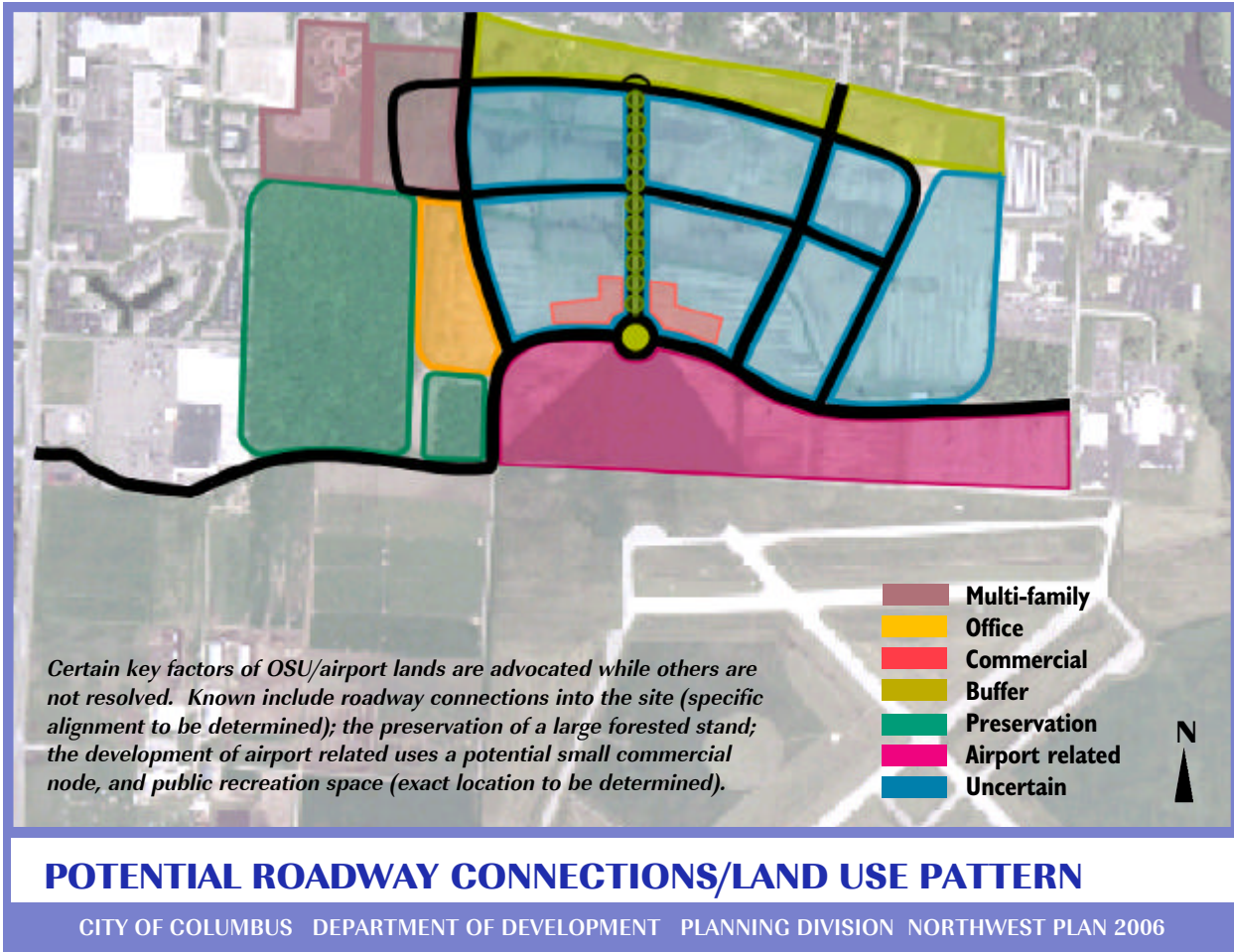
RECOMMENDATIONS

- ♦ **REGIONAL RETAIL USES.** Limit large retail uses and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard.
- ♦ **EXISTING RESIDENTIAL.** Preserve existing residential uses.
- ♦ **TIMING OF ROADWAY IMPROVEMENTS.** Concern has been raised that development will proceed before the roadway is improved. This concern must be addressed immediately and an improvement plan must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid Ohio Regional Planning Commission

GUIDING PRINCIPLES. The following guiding principles are meant to help shape future development along SR 161.

- ♦ **OSU PROPERTY.** OSU owns approximately 300 acres on the south side of SR 161. OSU plans on developing a master plan for the land within the next several years. These guiding principles are meant to serve as a starting point for that planning process and any future rezoning proposal.
 - Encourage mixed-use pattern to help distribute traffic patterns.
 - Incorporate public parkland into land use plan.
 - Maintain setbacks along SR 161 to achieve the following:
 - ♦ multi-use path
 - ♦ street trees and other landscape features such as mounding or fencing
 - Limit the number of curb cuts along SR 161. Provide an internal circulation plan.





- Promote the construction of a connector street from Sawmill Road to Federated Boulevard.
- Create standards for new development. Apply standards during the rezoning process using the tool of a limitation text. Standards should include, at a minimum:
 - ♦ Signage controls should promote monument-style signs that are down-lit and landscaped. Signs with changeable copy, flashing lights and billboards should be prohibited.
 - ♦ Landscaping standards should include details on parking lot screening, street trees, and a common landscape treatment along SR 161.
- Protect existing wood lot from any encroachment from development or new road construction.
- Development must be compatible with airport operations and the Airport Environs Overlay, see page 32 for more details.
- Scope, density and nature of development should be consistent with capacity of SR 161 and be coordinated with roadway improvements.
- ♦ **LINWORTH TOWN CENTER.** The area along SR 161 near the Linworth Road intersection is currently a mix of commercial uses. This area can serve as an anchor to the surrounding neighborhood by providing needed business services and small retail operations.
 - Encourage pedestrian-oriented town center. Commercial uses should be neighborhood oriented and a mix of service businesses, offices and retail.

- Consider impact of road widening and grade separation at the railroad on the area. Preliminary analysis indicates that widening the roadway to three lanes will have minimal impact on existing buildings. However, widening the roadway to five lanes will impact some businesses.
- Apply the Urban Commercial Overlay with a mix of "village style development to the area.



♦ LINWORTH VILLAGE NEIGHBORHOOD.

This area is comprised of approximately 40 acres just west of the railroad tracks on the south side of SR 161.

- Mix of residential uses with retail along SR 161. The retail component should be a continuation of the Linworth Town Center concept as outlined above.
- Overall gross density for the site should not exceed four units/acre. This density is consistent with existing densities in the area.
- Incorporate public parkland into development design and layout.
- Consider connections to surrounding road network to help offset traffic issues on SR 161. Development should also be timed appropriately with improvements to SR 161.
- Design should create a walkable neighborhood with pedestrian connections to the Linworth area.
- Work with COTA on design due to possibility of future transit stop near the site.



MOBILITY

Whether by car, foot, or bicycle getting around the northwest area can sometimes be challenging. The rapid growth of the residential and commercial areas has led to traffic congestion and areas that are not connected by sidewalks and paths.

Additionally, the area has very limited bus service. Some major corridors, such as Sawmill Road, lack bus service.

The Advisory Committee completed an exercise to identify major mobility issues. The public open house also offered opportunities for the community to identify major problem areas.



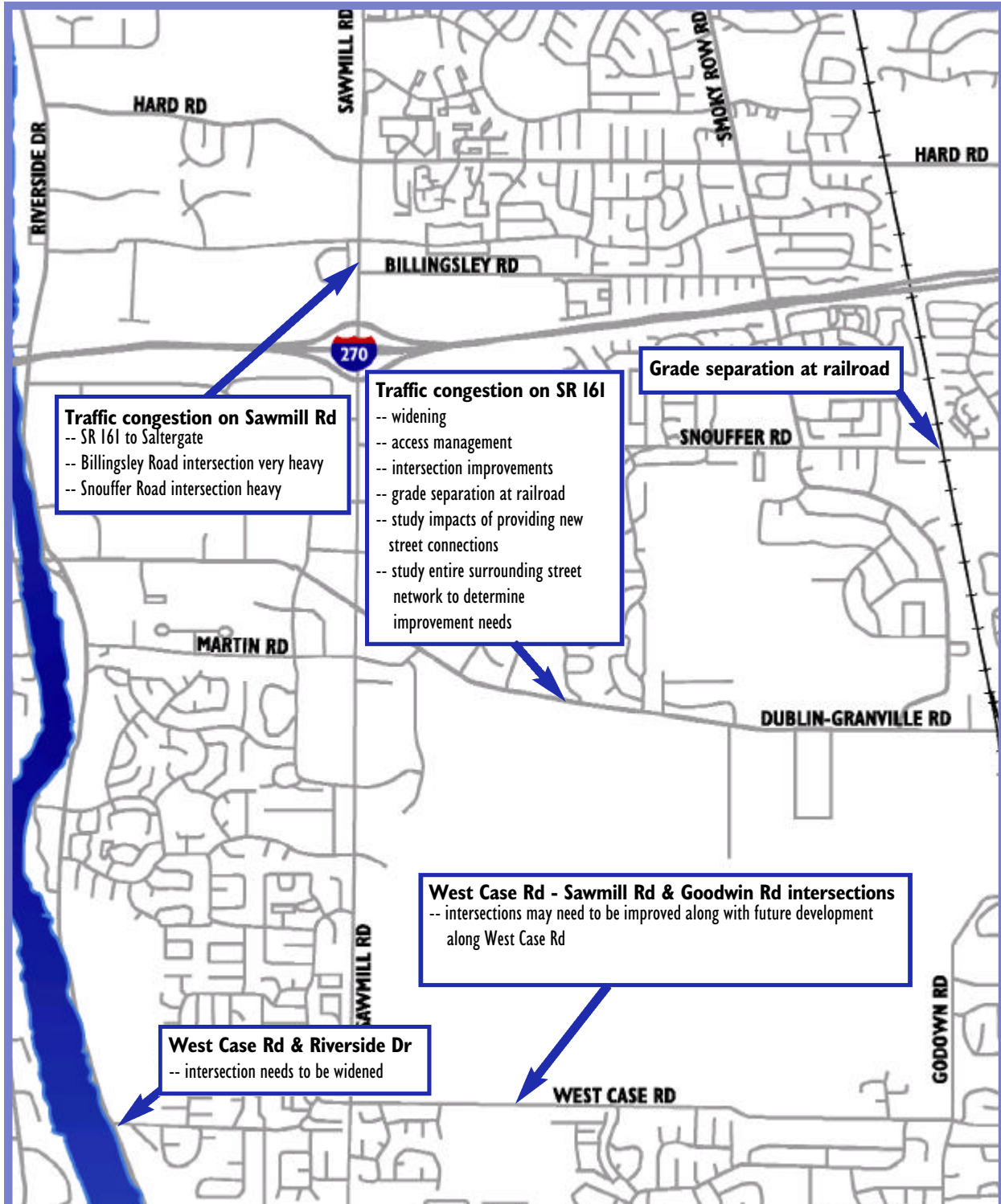
Heavy traffic along arterial roadway.



Commercial area with no sidewalk access.



Collector road without sidewalks or safe place to stand at bus stop.



MAJOR TRAFFIC ISSUES



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

VEHICULAR

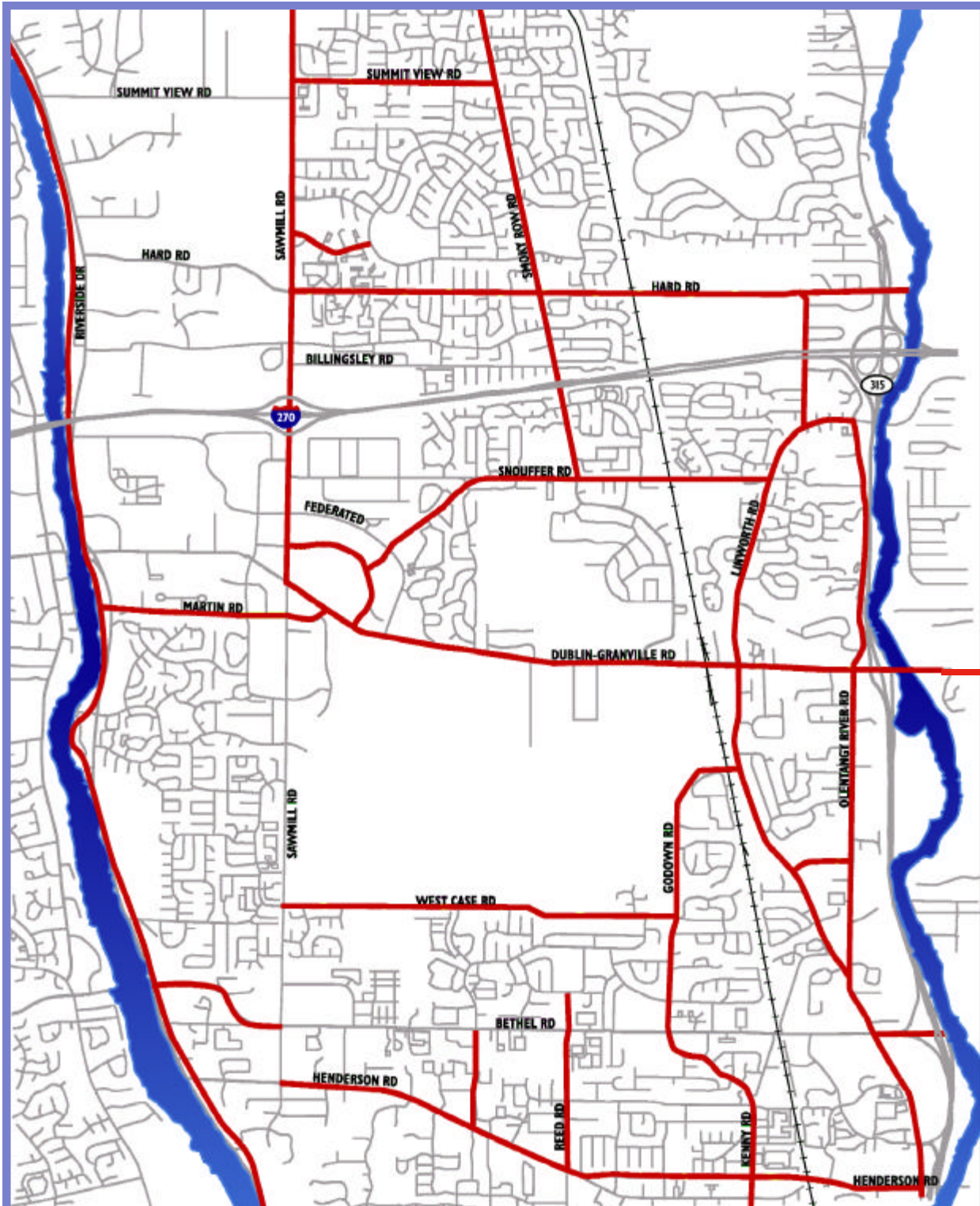
ISSUES

- ♦ *Traffic congestion impacts the quality of life for residents, business owners and visitors of the northwest area.*
- ♦ *Transportation improvements need to be tied to land use decisions and plans.*
- ♦ *Railroad crossings cause traffic congestion and safety concerns at several locations in the northwest area.*

RECOMMENDATIONS

- ♦ **ACCESS MANAGEMENT.** Require access management plans with all new development. The access management plan would control the amount and spacing of new curb cuts, and require sites to be connected via cross-access, easements and internal roads where feasible, in order to create an internal circulation pattern.
- ♦ **RAILROAD GRADE SEPARATIONS.** Construct grade separations at SR 161 and Snouffer Road. Priority should be given to constructing a grade separation at SR 161. However, the impact of a grade separation on the Linworth area must be examined prior to moving forward. Re-evaluate the need of grade separation at Snouffer Road after grade separations are complete at Hard Road and possibly SR 161. Additionally, where grade separations are not planned, consider installing wayside horns at the crossings. These horns direct the noise to the street and allows the train conductor not to have to blow the train whistle, which has noise impacts on the surrounding area.
- ♦ **UTILIZE REGIONAL APPROACH.** Consider regional impacts and issues in all transportation improvement studies and projects.
- ♦ **COMMUNITY INVOLVEMENT.** Involve the community before and during major transportation improvement projects.





SIDEWALK AND PATH PLAN

— Sidewalk and path

Note: This map represents a plan for future sidewalk and path construction. These recommended locations will link up with existing walks and paths to create a complete system



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

PEDESTRIAN AND BICYCLE

Many of the residential areas of the northwest have sidewalks. What is missing is linking these sidewalks to pedestrian and bicycle paths along connector and arterial roadways and to major destinations.

The priority is to link people to activity centers such as:

- ◆ Schools
- ◆ Parks
- ◆ Libraries
- ◆ Shopping and services

ISSUE

- ◆ *In many circumstances, people are limited to driving vehicles to get to nearby schools, parks, libraries, shopping and services. This especially impacts the elderly and the young.*

RECOMMENDATIONS

- ◆ **IMPLEMENT THE PROPOSED SIDEWALK/PATH PLAN.** Priority locations include SR 161, Sawmill Road, Smoky Row Road, Hard Road, Snouffer Road, West Case Road, Olentangy River Road, Godown Road, and Linworth Road.
- ◆ **LINKAGES.** Provide appropriate linkages to existing or planned sidewalks/paths in new developments and to major destinations.
- ◆ **ROADWAY IMPROVEMENTS.** Include pedestrian and bicycle amenities in all roadway improvements, such as sidewalks, bike paths, bike lanes and multi-purpose paths.
- ◆ **REGIONAL APPROACH.** Work with surrounding jurisdictions to identify potential connections to their pedestrian and bicycle system.
- ◆ **ACCOMMODATION.** Where possible and appropriate, build new walks and paths to a desired width of 10-12 feet so all types of activity can be accommodated.

TRANSIT SERVICE

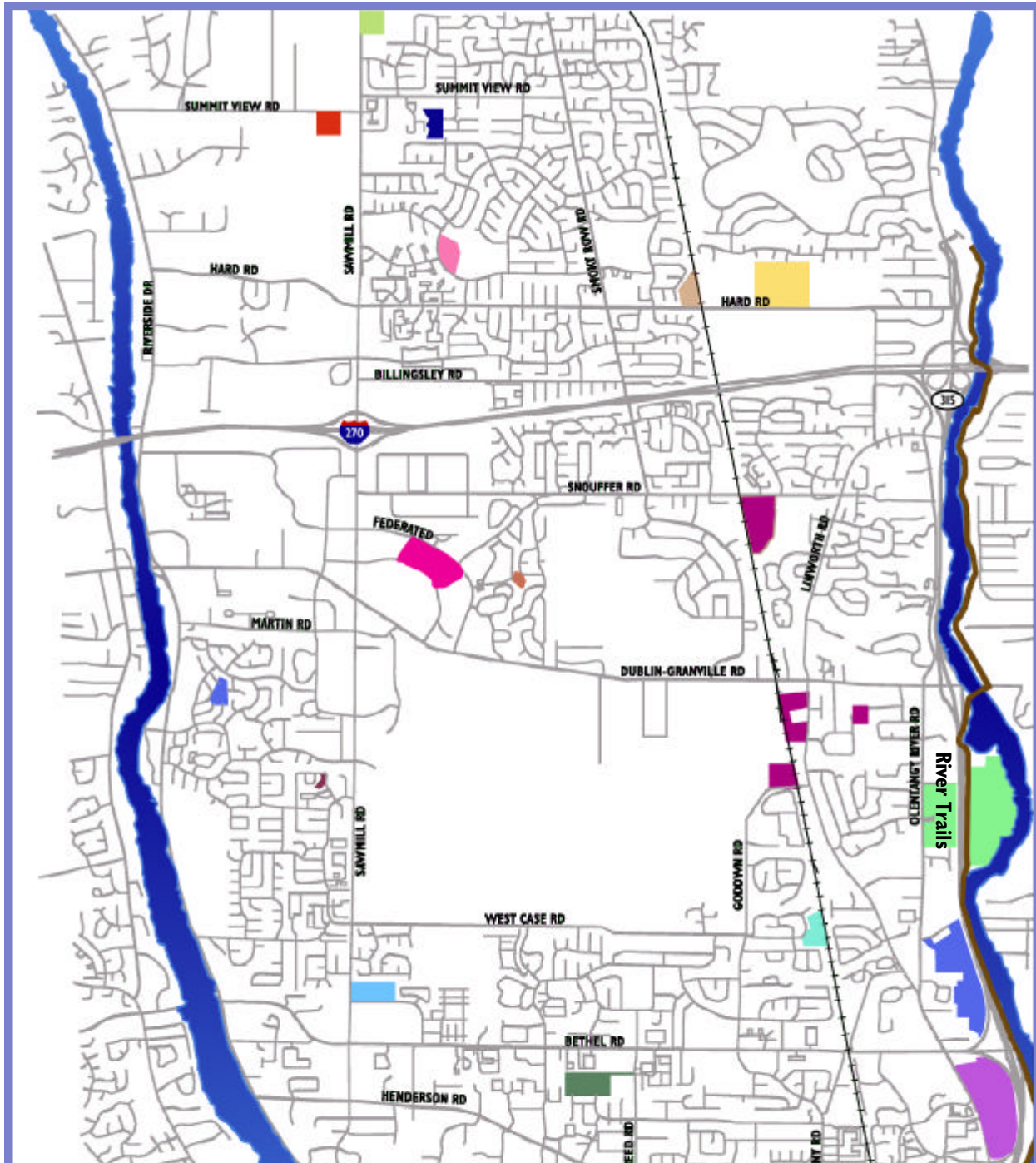
ISSUES

- ◆ *Like the city as a whole, transportation options in the northwest area are almost exclusively tied to the car.*
- ◆ *Bus service is limited in the northwest area. Large commercial and residential areas are not served.*

RECOMMENDATIONS

- ◆ **EXPAND BUS SERVICE.** Work with COTA to expand bus service to the northwest areas. Priority areas include Sawmill Road and SR 161. As bus service is improved and/or expanded, work with COTA on providing sidewalks and shelters at existing and new bus stops.
- ◆ **DIFFERENT TRANSPORTATION MODES.** Plan for the possibility of modes of transportation, other than vehicular, within the northwest area and city/region as a whole.





COLUMBUS PARKS

- Anheuser-Busch Sports Park
- Antrim Park
- Brookside Woods Park
- Carriage Place Park & Rec Center
- Hard Road Parkland

- Riverside Green South Park
- Summitview Park
- Sycamore Hills Park
- Woodbridge Green Park
- Hickory Woods Park
- Northcrest Park

- Olde Sawmill Park
- Olentangy Parkland
- Riverside Green Park
- State of Ohio Dept. of Natural Resources
- Dublin Park
- Worthington Park



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

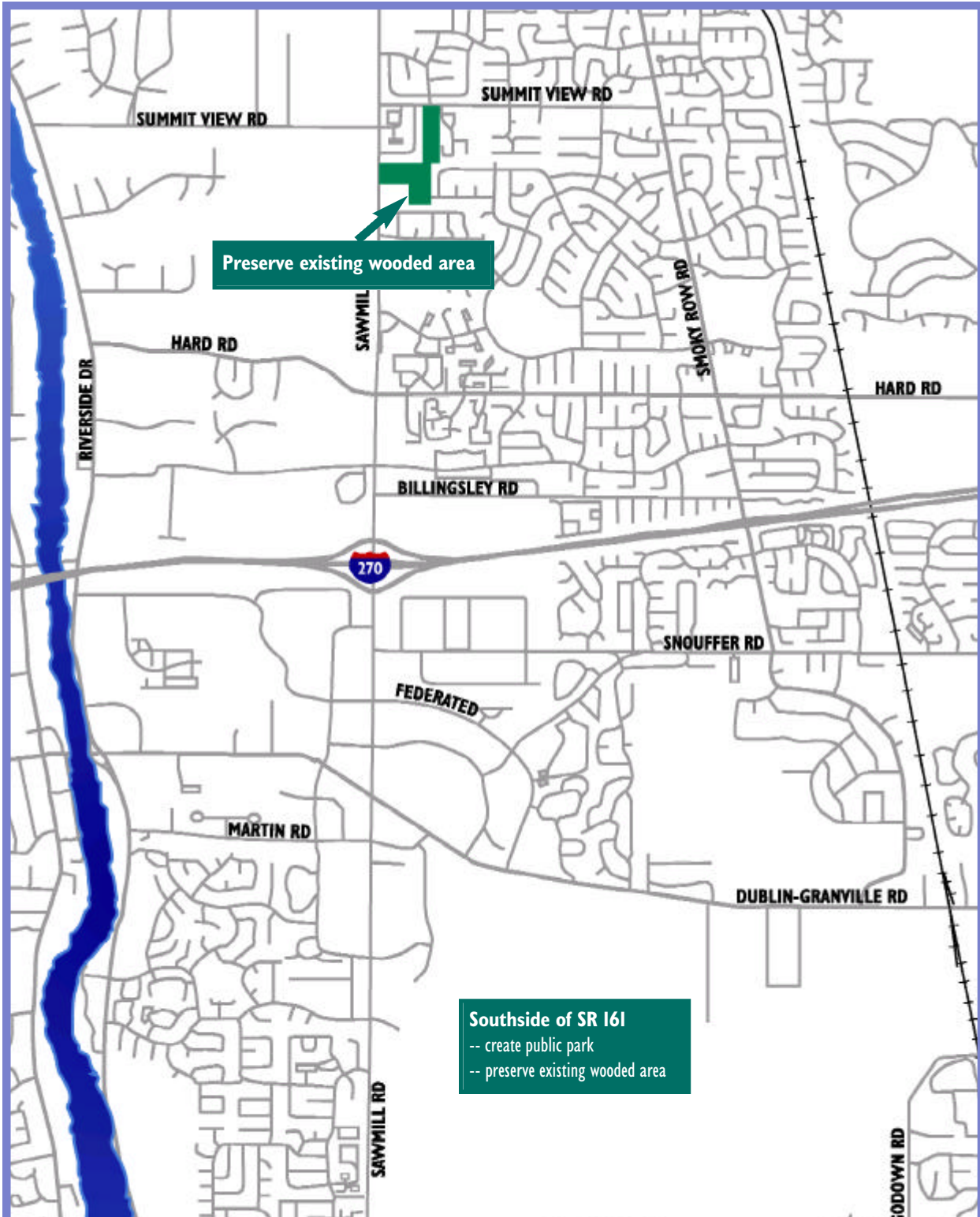
RECREATION AND PARKS

There are currently 14 city of Columbus parks within the northwest area. There are also several city of Worthington and city of Dublin parks within close proximity.

The northwest area also includes both the Scioto and Olentangy rivers. These two river corridors present many recreational and preservation opportunities.

EXISTING COLUMBUS PARKS

NAME	LOCATION	ACRES
Anheuser-Busch Park	4990 Olentangy River Road	56.7
Antrim Park	5800 Olentangy River Road	119.78
Carriage Place Park	4900 Sawmill Road	13.05
Northcrest Park	5095 Reed Road	18.35
Olentangy Parkland	4990 Olentangy River Road	42.3
Riverside Green Park	6650 Canaan Circle	5.62
Riverside Green Park South (undeveloped)		1
Sycamore Hills Park	5540 Rockport Boulevard	7.77
Brookside Woods	2227 Aspenwood Lane	1.87
Hard Road Property (undeveloped)	1250 Hard Road	39.91
Hickory Woods Park	Summitview Road East	5.17
Olde Sawmill Park	2500 Sutter Parkway	8.68
Summitview Park	8420 Sawmill Road,	9.52
Woodbridge Green Park	1700 Hard Road	6.63
Total		336.35



PROPOSED PARK/PRESERVATION LOCATIONS

CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

NEW OPPORTUNITIES

ISSUES

- ◆ *Additional park and recreation space is needed in the northwest area, especially north of SR 161. There are currently only 70 acres of parkland north of SR 161. Based on the city standard of 5.5 acres of parkland for each 1,000 population, the area north of SR 161 is short approximately 150 acres. Based on the same city standard, the area south of SR 161 has a sufficient amount of parkland.*
- ◆ *Existing wooded and natural areas throughout the northwest area need to be preserved.*
- ◆ *Improved access, via sidewalk and path, is needed to area parks.*

RECOMMENDATIONS

- ◆ **PRESERVE EXISTING NATURAL AND WOODED AREAS THAT REMAIN IN THE NORTHWEST AREA.** Contingent upon available funding, priority locations include:
 - Portions of two adjacent parcels near the east side of Sawmill Road, south of Summitview Road.
 - The wooded area located adjacent to The Ohio State University Airport.
- ◆ **ACQUIRE LAND NEAR SR 161 FOR PUBLIC OPEN SPACE.** Work with landowners along SR 161 to create public open space within this corridor. Consider forming a short-term lease for parkland with OSU until the development of their land along the southside of SR 161. Issues of liability and maintenance would have to be handled by the city or some other entity and not by OSU.
- ◆ **HARD ROAD PARK.** The first phase of development is funded for 2007-2008. Hold public meetings to discuss the development of the Hard Road Park. Additionally, this site should continue to be considered and explored as a location for a regional recreation center.



RIVER PROTECTION

The Olentangy and Scioto rivers are valuable natural assets of the community as well as the region. A fairly mature trail and park system has been established along the Olentangy River. However, access from existing residential areas is lacking. The trail and park system is not as developed along the Scioto. Opportunities are present to establish a trail system.

ISSUE

- ◆ *Improved pedestrian and bicycle access to and along the river corridors are needed.*

RECOMMENDATIONS

- ◆ **EASEMENTS.** Secure easements along the Olentangy and Scioto rivers. Where appropriate, negotiate access easements as well, respecting the needs of the property owner, but ensuring continuous access along the banks of the river. Also as paths along the rivers are established, plan ahead to provide adequate public access to the paths.
- ◆ **SETBACKS.** Set back structures and surface parking lots an appropriate distance to achieve the following performance standards:
 - Create a riparian corridor between any structure or surface parking lot and the bank of the river. Replant native plant species along the river.
 - Development of nonrecreational/seasonal structures within the 100-year floodplain should be avoided. If it does occur, development should comply with the city's stormwater drainage manual.
 - Create usable space along the river for recreational, both passive and active, use and enjoyment.

POLICE AND FIRE SERVICE

POLICE

The northwest area is served by precincts 3 and 17. These two precincts operate out of a substation at 5400 Olentangy River Road. The following represent the current staffing levels:

	Number of officers
Precinct 3 (all three shifts)	24
Precinct 17 (all three shifts)	31
Day Midwatch	15
Evening Midwatch	18
TOTAL	88

As of January 2005, within the city of Columbus, there were approximately 1.09 patrol officers for every 1,000 Columbus citizens. Based on 2000 population data for the portion of the northwest that is within the jurisdiction of the city of Columbus, there are approximately 1.48 Columbus police officers for every 1,000 Columbus citizens living in the northwest. Based on this data, the police staffing levels in northwest area are higher than the rest of the city. Additionally, there are also mutual aid agreements with Dublin, Upper Arlington and Perry Township.

FIRE

The northwest area is served by Station 11, 2200 West Case Road, and Station 27, 7560 Smoky Row Road. Each of these stations has a staff of twelve per day.

City policy in regards to fire service deals with response time. Ideally, the city strives to have a response time of six minutes or less to a fire or medical emergency. As an area expands, the city determines when the maximum radius has been met where they no longer can make the calls in time. Additionally, mutual aid agreements with adjacent jurisdictions help the city meet the ideal response time to an emergency. The following jurisdictions have automatic and mutual aid agreements with the northwest Columbus stations: Norwich Township, Worthington, Washington Township, and Upper Arlington.



AIRPORT ENVIRONS OVERLAY

In 1994, the city of Columbus established the Airport Environs Overlay (AEO). The goals of the code amendment were to

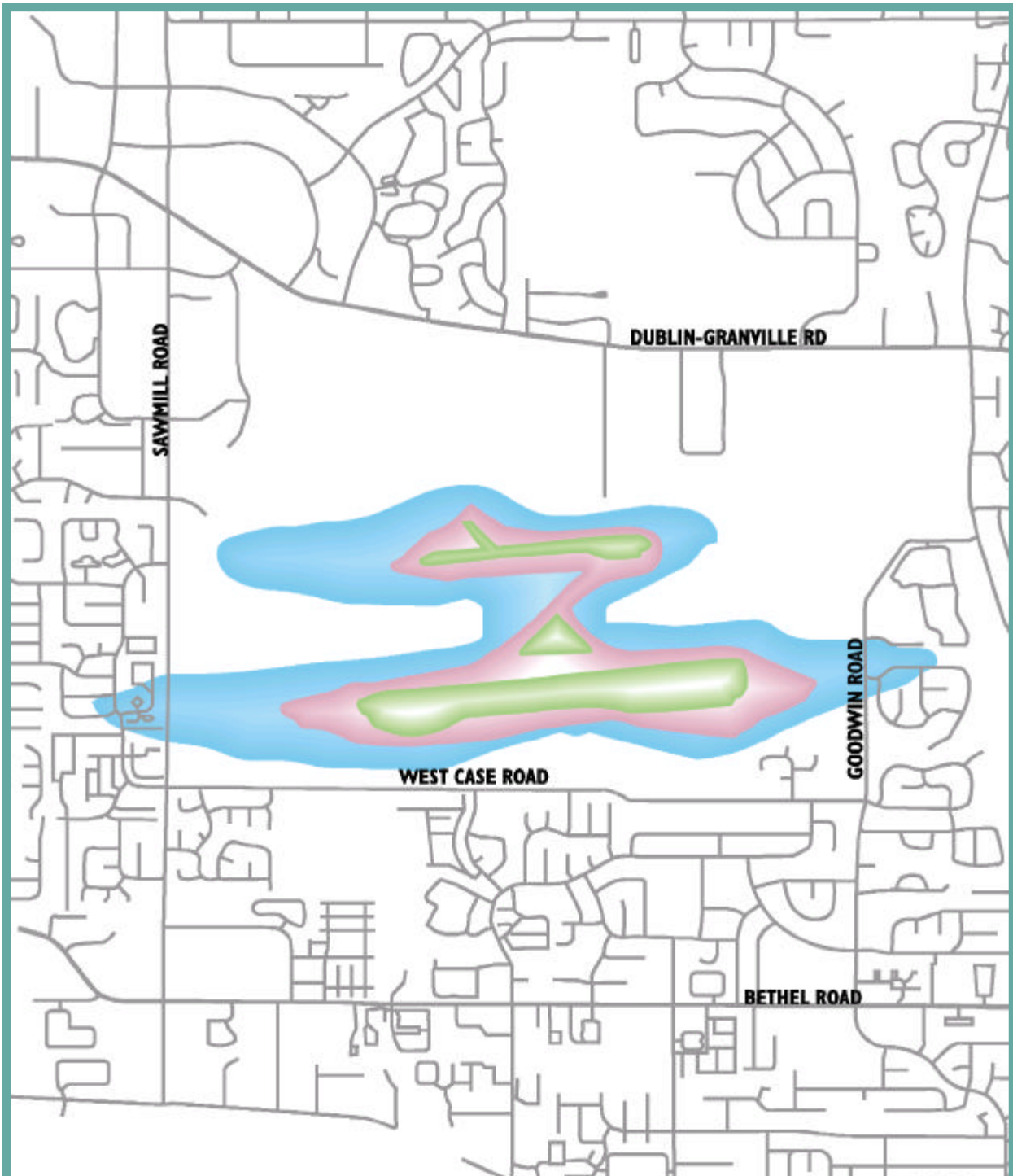
- ◆ protect the public health, safety and welfare by regulating development and land use within airport environs and airport hazard areas
- ◆ to ensure compatibility between airports and surrounding land use
- ◆ protect airports from incompatible encroachment

The AEO is subdivided into three subdistricts which represent different levels of noise impact. The subdistricts for The Ohio State University Airport are illustrated on the map on page 33.

A development plan is required for any new proposed use within the AEO. The development plan must be reviewed and evaluated using, at a minimum, the following criteria:

- ◆ **PROPOSED USE.** All elements of the proposed development must be consistent with the Land use Compatibility Standards that are contained in the AEO code.
- ◆ **SITING.** Buildings, structures and active outdoor recreational space must be located the greatest distance from the noise source, taking maximum advantage of existing topographical features to minimize noise impact, and within zoning district requirements, such as required setbacks. Buildings and structures must be oriented to minimize exposure to the noise source and building openings, such as windows, must be located away from the noise source.
- ◆ **DESIGN CONSIDERATION REGARDING NOISE.** The amount of passive outdoor recreational space where individuals would be subject to noticeable or severe levels of noise must be minimized.





AIRPORT ENVIRONS OVERLAY EXISTING NOISE CONTOURS

Airport Noise Levels MIN DNL

65		75	
70		80	



IMPLEMENTATION

The following table highlights the major recommendations contained in the plan and assigns an implementation component. This table should be updated on a regular basis.

TASK	TIMING	RESPONSIBLE PARTY(S)
Review development/rezoning proposals to ensure compatibility with plan recommendations and concepts	on-going	Columbus Planning Division Columbus Building Services Division Northwest Civic Association Far Northwest Coalition
Apply RCO to Sawmill and Bethel roads	2006/7	Columbus Planning Division
Apply UCO to SR 161 at Linworth Road	2006/7	Columbus Planning Division
Create a special graphics control area for major commercial areas	2006/07	Columbus Planning Division Community Advisory Committee
Undertake a detailed traffic analysis to determine improvements to SR 161	2008	Columbus Transportation Division in conjunction with local and regional governments Community Advisory Committee
Undertake design of SR 161 improvements	2011	Columbus Transportation Division in conjunction with local and regional governments Community Advisory Committee
Complete OSU Don Scott Area District Plan Once plan is completed, rezone and apply appropriate development standards to implement master plan.	2008-10	OSU Columbus Planning Division Community Advisory Committee
Update <i>Northwest Plan</i> based on relevant data and plans from the SR 161 traffic analysis and the OSU Master Plan process	2010-11	Columbus Planning Division Community Advisory Committee

IMPLEMENTATION

TASK	TIMING	RESPONSIBLE PARTY(S)
Conduct a follow-up public design charette to consider in detail recommendations/ concepts for SR 161	2006	Columbus Planning Division Community Advisory Committee OSU City of Worthington Perry Township Sharon Township
Undertake traffic study for Sawmill Road	Planned to begin within five years	Columbus Transportation Division
Incorporate proposed sidewalk/path into proposed citywide plan	2006	Columbus Transportation Division Columbus Planning Division
Acquire land for parkland, priority areas include SR 161 and between SR 161 and county line	2006-2011	Columbus Recreation and Parks Department
Form inter-jurisdictional committee to deal with common issues facing the area	2006	City of Columbus City of Worthington City of Dublin Perry Township Sharon Township
Form community implementation committee. This group would begin and lobby for the implementation of the plan	2006	Northwest Civic Association Far Northwest Coalition



DEVELOPMENT REVIEW CHECKLIST

The Development Review Checklist is a summary of recommendations found in the *Northwest Plan 2006* dealing with the built environment. The checklist is designed to be used by stakeholders in the review of development proposals, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community.

The "Conditions to Approval" column is intended to note specific conditions that the proposal must meet to comply with the *Northwest Plan 2006*. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet a specific recommendation contained in the plan. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

I. RESIDENTIAL DEVELOPMENT

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Is the proposal an infill development site?					
Is the infill development proposal consistent and compatible with the surrounding area in terms of land use and density?					
Have the traffic impacts of the proposal been identified and mitigated?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal provide adequate pedestrian, bicycle and vehicular connections to adjacent uses?					
Does the proposal comply with the Parkland Dedication Ordinance?					
Has the applicant met with the appropriate community groups?					
Is this proposal eligible for a TIF to help fund needed infrastructure improvements?					

II. COMMERCIAL REDEVELOPMENT

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Has a mixed-use development been considered for this site?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Have the traffic impacts of the proposal been identified and mitigated?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal comply with the Parkland Dedication Ordinance?					
Is this proposal eligible for a TIF to help fund needed infrastructure improvements?					



III. SR 161 DEVELOPMENT PROPOSALS

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Does the proposal comply with limiting regional and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard?					
Does the proposal preserve and protect existing residential areas?					
Has the proposal been coordinated with improvements to SR 161 or does it adequately solve traffic impacts in another way?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal include land to be dedicated as public open space?					
Are proposed developer improvements coordinated and reflective of overall SR 161 corridor improvements?					
Is this proposal within the Airport Environs Overlay?					
Have the traffic impacts of the proposal been identified?					

GET CONNECTED

CITY OF COLUMBUS

SERVICE

Non-emergency City Services Line
 Animals (Strays)
 Block Watch Information
 Bulk Refuse Pick-up
 Building Services Division
 Code Enforcement
 Crime Stoppers Anonymous
 Economic Development Division
 Electricity (Repair)
 Garbage Collection
 Housing Inspection
 Junk Cars on Private Property
 Junk Cars on Public Property
 Mayor's Action Center
 Narcotics Hot Line
 Police Complaints and Praise
 Police (Crime Prevention)
 Pothole Repair
 Sewers and Drains (Repair)
 Sidewalk Complaints and Permits
 Snow and Ice Complaints
 Strategic Response Bureau
 Street Light Repair
 Street Repair
 Traffic Lights and Signs
 Volunteer Corps
 Water (Repair)
 Weed and Environmental Complaints
 Zoning Information

PHONE

311
 462-3400
 645-4610
 645-8774
 645-7433
 645-8139
 645-8477
 645-8032
 645-7627
 645-8774
 645-8139
 645-8139
 645-2277
 645-3111
 645-4850
 645-2677
 645-4610
 645-5660
 645-7102
 645-7497
 645-5660
 645-4610
 645-7627
 645-5660
 645-7393
 645-6404
 645-7788
 645-8139
 645-7314



OTHER RESOURCES

Central Ohio Transit Authority	www.cota.com
City of Columbus	www.columbus.gov
City of Columbus Economic Development Division	www.columbus.gov (select Dept. of Development)
City of Columbus Planning Division	www.development.columbus.gov
City of Columbus Public Safety Department	www.columbus.gov (select Public Safety)
City of Worthington	www.worthington.org
Columbus Foundation	www.columbusfoundation.org
Columbus Public Schools	www.columbus.k12.oh.us
Columbus Supersite	www.columbus.org
Franklin County	www.franklin.oh.us
Perry Township	614-889-2669
Private Industry Council	www.ipicsolutions.com
Public Safety Department	pubserv.ci.columbus.oh.us
Public Service Department	www.publicsafety.ci.columbus.oh.us
Public Utilities Department	utilities.ci.columbus.oh.us
Recreation and Parks Department	www.columbusrecparks.com
Sharon Township	614-885-5115
Urban League of Greater Columbus	www.columbusurbanleague.org





City of Columbus
Department of Development, Planning Division
109 N. Front Street, Ground Floor
Columbus, Ohio 43215
<http://www.development.columbus.gov>

4/2006